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25 years, a look back as we move ahead : Metropolitan Transportation Commission. [1997]

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25 YEARS

The Bay Area in 1971

Population
4.6 million

Jobs
1 million

Households
1.6 million

Autos
2.5 million

Average Daily Transit Boardings
1 million

Automobile Fuel Costs Per Mile
21.3¢ (1996 dollars)

Total MTC Grant Reviews and Allocations
$187 million (1973)

A Look Back As We Move Ahead

METROPOLITAN TRANSPORTATION COMMISSION

MTC has faced the challenges of its first 25 years by remaining faithful to its goals: achieving a balance in transportation investment, fostering regional consensus, serving an advocacy role and providing leadership in transportation decisions. The means to achieve these ends have been as diverse as the problems they strive to solve.

The Bay Area in 1996

Population
6.5 million (+41%)

Jobs
3 million (+200%)

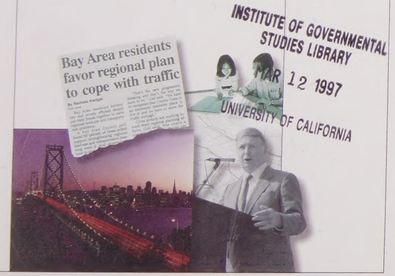
Households (1990)
2.2 million (+38%)

Autos
4 million (+60%)

Average Daily Transit Boardings
1.5 million (+50%)

Automobile Fuel Costs Per Mile
6.1¢ (-71%)

Total MTC Grant Reviews and Allocations
$2.4 billion (+1,200%)



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LAYING A FOUNDATION

1971-1977

1970
- State Legislature passes Assembly Bill 363, sponsored by Assemblyman John Foran of San Francisco, creating MTC.

1971
- Commission holds initial meeting and elects Joseph P. Bort as its first chair on Wednesday, Feb. 10.
- Paul Watt becomes MTC's first executive director.
- MTC sets up offices at the Claremont Hotel in the Oakland/Berkeley Hills.

1972
- MTC designated to allocate revenues from the state Transportation Development Act.

1973
- First *Regional Transportation Plan* adopted.

1974–1975
- MTC designated by Gov. Ronald Reagan as the Metropolitan Planning Organization for Bay Area; becomes responsible for distributing federal transit funds among local transit agencies.
- MTC creates Minority Citizens Advisory Committee.
- MTC/ABAG Joint Policy Committee completes *San Mateo Coast Corridor Study*, which called for limited access along Highway 1.
- Transit operators and MTC cooperate to initiate Bay Region Transit Discount Card for elderly and disabled riders.
- First in series of Air Passenger Surveys conducted by MTC at Oakland, San Francisco and San Jose airports (subsequent surveys conducted every five years).

MTC was created with a strong mandate to bring coordination and overall planning to a diverse, loosely-knit transportation system covering nine counties. Its initial task: to produce the region's first transportation plan, incorporating public transit, highways, airports, seaports and railroads.

MTC reached out to seek community opinion on the region's transportation future and to coordinate its activities with local, state and federal agencies.

In these early years, MTC was given the authority to approve all transportation projects seeking state and federal funds for consistency with regional planning priorities. Its powers expanded as new sources of transportation funding were created.

By 1977, MTC was screening multiple projects and overseeing allocation of more than $200 million annually in local, state and federal funds.

1976
- Policy adopted supporting integrated fixed-route transit and paratransit services for elderly and disabled persons, and making accessibility a factor in approval of funds to transit operators.
- Resolution approved authorizing each commissioner to appoint one disabled and one senior citizen advisor (forerunner of Elderly and Disabled Advisory Committee, created in 1992).
- Final report issued for *Peninsula Transit Alternatives*, a precursor to MTC's 1994 *CalTrain Downtown Extension and Upgrade Study*.
- *San Francisco Bay Region Transit Financing Study*, a major report on funding needs of AC Transit, BART and Muni, sent to Legislature.

1977
- In response to MTC's recommendations, tolls on the three southern transbay bridges were raised to 75 cents, with revenues to be used for transit capital investments in those bridge corridors.
- MTC Transportation Awards Program initiated.
- Resolution adopted asking each county to establish a Paratransit Coordinating Council.
- MTC-sponsored AB 1107 passes, making the extra half-cent sales tax permanent in the three BART counties and directing MTC to allocate 25 percent of proceeds to AC Transit, BART and Muni for service improvements.
- Lawrence D. Dahms becomes MTC's second executive director.

GAINING MOMENTUM

1978-1987

1978
- Transit Operator Coordinating Council established in response to AB 1107.
- MTC backs formation of RIDES for Bay Area Commuters, a nine-county commuter ride-matching service to encourage carpooling and vanpooling.
- Final report of *Minority Transportation Needs Assessment Project* issued to promote equity in the delivery of transportation services.

1979
- *Bay Area Air Quality Plan* completed by MTC, the Association of Bay Area Governments (ABAG) and the Air Quality Management District.
- *Santa Clara Valley Corridor Evaluation Study* on land use and transportation completed.
- Final report of MTC's BART Impact Program issued.
- Under MTC sponsorship, AB 842 is passed to permit the existing half-cent sales tax in three BART counties to be used to support vital ongoing transit services provided by AC Transit, BART and Muni.

1980
- First *Regional Airport Plan* issued.
- Regional Technical Advisory Committee formalized to assist in setting spending priorities for highway projects and oversee MTC's street and road maintenance program.
- MTC issues landmark study detailing transit operators' capital replacement funding needs over the next 15 years. Study is recognized as a model and is widely circulated around the country.

1981
- ABAG, the Air Quality Management District and MTC form Joint Air Quality Planning and Advisory Committee.
- First Bay Area Household Travel Survey since 1965 conducted.
- MTC coordinates launch of AC Transit-Muni pass.
- First *Regional Transit Guide* published.

1982
- First *Bay Area Seaport Plan* adopted.
- First *Regional Bicycle Plan* completed.
- MTC designated as the federal recipient for Section 9 transit funds for San Francisco/Oakland and San Jose.

MTC's pace accelerated in the 1980s. The growing population placed heavier demands on transportation at the same time that transportation funds were shrinking. Bay Area transit systems faced multi-million dollar deficits, and MTC worked with major operators to develop long-range finance plans.

At MTC's urging, transit operators formed a council to coordinate services, fares and capital priorities. Joint passes were created to ease transfers between transit systems. MTC studies defined needs and focused planning in key travel corridors. And MTC led a plan to preserve Peninsula commuter rail service.

Through the years, MTC strengthened Bay Area ties to Sacramento and Washington. As a unifying voice for the region, the Commission lobbied tirelessly to maintain state and federal transportation funding.

As MTC searched for new funds, it advocated "flexible" use of federal highway dollars for local projects and helped San Francisco secure the transfer of funds destined for Interstate 280 expansion for use on local transportation projects. To help shoulder transportation costs at the local level, Bay Area counties began enacting sales tax increases.

1983
- MTC helps create BART/Muni joint pass.
- First Transit Information Center installed at Transbay Terminal in San Francisco.

1984
- MTC's new home, the Joseph P. Bort MetroCenter, opens.
- MTC negotiates region's first "super pass" — allows CalTrain riders unlimited use of Muni, SamTrans and Santa Clara County Transit for only $10 more than a regular monthly CalTrain ticket.
- MTC's Pavement Management System begins as pilot program in several Bay Area communities, based on a study of the impact of funding shortfalls on local streets and roads.
- Demonstration project for "one-stop" transit ticket shopping at the workplace; evolves into Regional Transit Connection clearinghouse.

1985
- *High Speed Water Transit Study* analyzing the potential for ferry service on San Francisco Bay completed.
- *Traffic Mitigation Reference Guide* lists low-cost strategies that developers and local governments can use to limit traffic growth at its source. This precedent-setting model is circulated all over the world by the FHWA.
- *Peninsula Mass Transit Study*, mandated by state Senate Concurrent Resolution 74, wraps up.

1986
- *Interstate 280 Transfer Concept Program* study completed, resulting in deletion of plans to expand I-280 north to the Bay Bridge and use of funds for other projects.
- MTC-supported SB 878 passes, laying groundwork for passage of local transportation sales tax measures in Bay Area counties.

1987
- MTC backs launch of AC Transit/BART Plus Pass.

PROVIDING LEADERSHIP

1971-1996

MTC Commissioners

Alameda

County

Joseph P. Bort* 1971-87
Robert G. Knox 1987-89
Edward R. Campbell* 1989-Present

Cities

Donald F. Dillon 1971-78
Ilene Weinreb 1978-83
Valance Gill 1983-86
Alex Giuliani 1986-90
David S. Karp 1990-93
E. William Withrow 1993-95
Elihu Harris 1995-Present

Contra Costa

County

James P. Kenny 1971-74
James E. Moriarty 1975-78
Robert I. Schroder* 1978-93
Tom Powers 1993-94
Tom Torlakson 1994-Present

Cities

Raymond J. Ollila 1971-72
Earl L. MacIntyre 1972-75
Richard LaPointe 1975-82
Steve Weir* 1982-93
Sharon Brown 1993-Present

Marin

County and Cities

A.W. Gatov 1971-79
George Elman 1979-80
Denis T. Rice 1980-83
Robert B. Stockwell 1983-91
Karen Kunze 1991-93
Doug Wilson 1993-Present

Napa

County and Cities

Ralph Trower 1971-74
Greta Ericson 1974-79
Ralph Bolin 1979-82
William L. Chew 1982-85
Kathleen McCullough 1985-89
Fred Negri 1989-Present

San Francisco

City and County

John E. Dearman 1971-76
Quentin L. Kopp* 1976-86
Carol Ruth Silver 1986-89
Harry G. Britt 1989-93
Tom Hsieh 1993-Present

San Francisco Mayor's Appointee

Tom Mellon 1971-72
John D. Crowley 1972-77
Doris Kahn* 1977-91
Rubin Glickman 1991-95
Jon Rubin 1995-Present

San Mateo

County

Gerald F. Day 1971-73
William H. Royer 1973-79
Fred Lyon 1979-81
Edward J. Bacciocco, Jr. 1981-82
Arlen Gregorio 1982-85
John M. Ward 1985-86
Tom Nolan 1987-93
Mary Griffin 1993-Present

Cities

William R. Lawson 1971-83
Jane Baker* 1983-Present

Santa Clara

County

John C. Beckett* 1971-79
Rod Dinion* 1979-94
James T. Beall, Jr. 1994-Present

Cities

William Weisgerber 1971-72
Peter B. Lewis 1972-75
James E. Self* 1975-80
Roy E. Love 1980-86
James T. Beall, Jr. 1987-94
Jean McCown 1995-Present

Solano

County and Cities

Terry A. Curtola, Jr. 1971-74
John F. Cunningham 1974-79
Carl V. Carlson 1979-83
William Jenkins 1983-87
James P. Spering 1987-Present

Sonoma

County and Cities

William R. Lucius* 1971-91
Commissioner Emeritus
Peter Foppiano 1991-95
Sharon Wright 1995-Present

Association of Bay Area Governments

John F. McInnis 1971-72
Louise P. Giersch* 1972-78
Dan McCorquodale 1979-82
Ralph C. Bolin 1982-87
Dianne McKenna* 1987-Present

San Francisco Bay Conservation and Development Commission

E. Jack Schoop 1971-72
Melville Owen 1972-73
Joseph C. Houghteling 1973-83
Earl P. Mills 1983-86
Angelo Siracusa 1986-Present

California Business, Transportation and Housing Agency

Charles G. Beer 1971
William S. Weber 1971-73
James A. Moe 1973-74
Howard C. Ulrich 1974-75
Robert Burco 1975
Lawrence D. Dahms 1977
Thomas R. Lammers 1978-79
John West 1980-82
Norman Kelley 1982-83
Burch Bachtold 1983-90
Preston Kelley 1990-91
Joe Browne 1993-Present

U.S. Department of Housing and Urban Development

Gordon H. McKay 1991-95
Keith Axtell 1996-Present

U.S. Department of Transportation

Sheridan E. Fatin 1971-72
F.E. Hawley 1972-75
Lawrence H. Dunn 1975-77
Norman H. Emerson 1979-80
Annie B. Soens 1980-81
James S. Gracey 1981
William H. Royer 1981-82
Robert E. Mayer 1982-87
William P. Duplissea 1991-95
Dorene M. Giacopini 1995-Present

* *Served as Commission Chair*

METROPOLITAN TRANSPORTATION COMMISSION

Joseph P. Bort MetroCenter, 101 Eighth Street, Oakland, California 94607
Tel. 510.464.7700, TDD/TTY 510.464.7769, FAX 510.464.7848, e-mail: info@mtc.dst.ca.us

Research, Writing and Editing: Catalina Alvarado, Marjorie Blackwell, Joe Curley, Rikka Goode, Ellen Griffin
Design, Production and Assistance: Peter Beeler, Finger & Smith Design Associates, Michael Fram, Barbara Wilke
Photography: Bob Colin, George Draper, Chris Duffey, Norm Fisher, Sharon Hall, Barrie Rokeach (sky photo, ©1998) **Printing:** Trans-Bay Printing & Graphics

BUILDING CONSENSUS

1988-1991

The urgency to maintain and repair aging highways and transit systems collided head-on with a declining state transportation program and a ballooning federal budget deficit. State lawmakers set California on course, passing the Transportation Blueprint for the 21st Century. State voters also rallied, passing measures to raise fuel taxes and funds for rail transit, and Bay Area voters approved MTC's plan to raise bridge tolls to finance improvements to ease bridge congestion.

MTC brokered consensus on a regional rail extension program, which positioned the Bay Area to compete successfully for funds in Washington, D.C., Sacramento and at the local ballot box.

Meanwhile, MTC's efforts to build national coalitions favoring a flexible, multimodal approach to federal transportation policy paid off in 1991 with passage of the landmark Intermodal Surface Transportation Efficiency Act (ISTEA).

1988

- MTC adopts Resolution 1876, signifying a historic consensus on a financial plan to expand the regional rail transit network by some 40 miles; central to agreement are extensions of BART, Santa Clara County light rail and CalTrain.
- MTC sets up shop as Service Authority for Freeways and Expressways to install and operate motorist-aid call boxes.
- MTC sponsors state Senate Bill 45 to raise tolls on most of region's bridges to $1, with a portion of the revenues designated to improve Bay Area transit services.
- Following enactment of SB 45, voters approve a toll increase via Regional Measure 1.
- Assembly Bill 3705 calls on MTC to develop guidelines for county transportation plans, relating traffic and land use.

1989

- MTC drafts *Principles for Post-Interstate Advocacy*, proposing a dramatic shift in state and federal transportation programs toward greater flexibility and decision-making at the local level.
- MTC passes Resolution 2107; outlines criteria for determining if highway projects have adverse air quality impacts; responds to litigation over smog-inducing aspects of highway construction projects.
- After Loma Prieta earthquake, an expanded Transit Operator Coordinating Council establishes emergency public transit service and hastens several joint fare agreements, most notably the AC Transit/BART-Plus Muni pass.
- In earthquake aftermath, MTC helps launch new ferry service between Alameda, Oakland and San Francisco.
- *Interstate 80 Corridor Strategic Transportation Planning Study* completed by MTC, Caltrans and the Sacramento Area Council of Governments.
- MTC backs establishment of Bay Vision 2020 Commission to deliberate on regional growth management strategies.

1990

- New fare and schedule coordination policy for region's public transit systems adopted in response to state Senate Bill 602.
- Year *2005 High-Occupancy Vehicle Lane Master Plan for Bay Area* completed, recommending ways to expand carpool access to the region's highways and bridges and close gaps in the existing and planned HOV-lane network.
- Final phase of *Bay Area Freeway Reliever Routes Study* explores how state and federal funds might be used to provide improvements on arterials.
- Installation finished on some 30 Regional Transit Information Centers at key transfer points.
- First *Regional Paratransit Plan* adopted by MTC.
- A package of Transportation Control Measures aimed at attaining federal clean air standards is finalized by MTC; a state version is submitted to the Air Quality Management District.

1991

- Intermodal Surface Transportation Efficiency Act (ISTEA) becomes law, encompassing many of the principles MTC advocated for allocating federal transportation funds.
- "Capitols" intercity rail service between Sacramento and San Jose inaugurated in response to *ACR 132 Intercity Rail Corridor Upgrade Study* led by MTC.
- Commuter Check transit voucher program launched, growing by 1996 into a program with over 1,000 participating employers and generating some $13 million in sales.
- *San Francisco Bay Crossing Study* released, concluding that no new bridge or bay crossing is feasible for the foreseeable future.

FORGING PARTNERSHIPS

1992-1996

1992

- The Bay Area Partnership — a coalition of local, regional, state and federal agencies — is formed under MTC's leadership to solve problems of traffic congestion and smog.
- MTC establishes its Freight Advisory Council.
- MTC initiates Traffic Engineering Technical Assistance Program to assist cities with synchronized traffic signals.
- *Regional Ferry Plan* adopted recommending a number of improvements to existing and planned service, routes, vessels and terminals.
- MTC approves Interstate 80 Operational Improvement Project featuring a high-occupancy-vehicle lane for transit and carpools from the Bay Bridge to Route 4.
- Answering ISTEA's directive for a "multimodal" approach, MTC introduces innovative process to evaluate all types of transportation projects — highways, local streets, transit, bicycle and pedestrian routes — under the same set of rules.
- MTC, the California Highway Patrol and Caltrans create Freeway Service Patrol to aid stranded motorists.
- MTC completes environmental analysis on BART extension to San Francisco International Airport; turns project over to BART for preliminary engineering.

1993

- MTC approves funds for new bus service across the Richmond-San Rafael Bridge, closing a major gap in the Bay Area transit network.
- Contra Costa County Transit/BART demonstration project for TransLink, the nation's first truly automatic joint transit-ticket program using magnetic-stripe technology, begins.
- MTC spearheads congestion pricing study for Bay Bridge.

MTC led the way in implementing ISTEA by forming The Bay Area Partnership — a confederation of local, state and federal agencies — to collaborate on optimum use of ISTEA dollars. The ground-breaking legislation called for investments that were efficient, multimodal, and in sync with local priorities. MTC and its partners seized the day, funding innovative and diverse road, transit, bicycle and pedestrian projects.

In recent years, MTC has focused on improving operation of the Bay Area's transportation network. Roadside call boxes aid stalled motorists, roving tow trucks clear incidents from congested highways, and a single, region-wide telephone number provides current traffic, transit and ridesharing information.

Looking ahead, MTC will continue efforts to sustain the progress of ISTEA. Growing congestion, underfunded operations and infrastructure and escalating construction costs will not make this job easy. MTC and the region's transportation community nevertheless are committed to meet the challenges that lie ahead to keep the Bay Area moving through the next 25 years and beyond.

1994

- *Regional Airport System Plan* adopted.
- MTC assists AC Transit and BART to begin East Bay Paratransit Consortium.
- Report issued on compliance with the paratransit provisions of the Americans With Disabilities Act of 1990.
- MTC brokers pact with BART and AC Transit to direct regional, state and federal funds to overhaul and modernize the BART system and fund feeder bus service to BART.

1995

- Bay Area cuts smog levels and meets federal Clean Air standards.
- New citizens' advisory group — MTC Advisory Council — is formed, with members from academic, business, community, environmental and labor groups as well as members of three existing MTC advisory committees.
- MTC begins building national coalitions for reauthorization of ISTEA, which is set to expire in 1997.

1996

- MTC goes "on-line," making information available via the Internet: http://www.mtc.dst.ca.us/
- Passage of Senate Bill 1474 gives MTC greater authority to coordinate transit services, eliminate duplicative services and consolidate common functions for improved customer service and increased cost efficiency.
- TravInfo — a public/private Intelligent Transportation System (ITS) venture begins providing current traffic and transit information to Bay Area travelers.
- Regional telephone number for travel information — 817-1717 — goes into operation.
- TransStar — computerized transit trip planning system — begins demonstration.
- MTC completes *Altamont Corridor Study* in cooperation with San Joaquin Council of Governments.
- *North Bay Corridor Study* — a joint effort of MTC, BCDC, Caltrans and local and federal agencies — gets under way.

1992

1992

- The Bay Area Partnership — a coalition of local, regional, state and federal agencies — is formed under MTC's leadership to solve problems of traffic congestion and smog.
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MTC led the way in implementing ISTEA by forming The Bay Area Partnership — a confederation of local, state and federal agencies — to collaborate on optimum use of ISTEA dollars. The ground-breaking legislation called for investments that were efficient, multimodal, and in sync with local priorities. MTC and its partners seized the day, funding innovative and diverse road, transit, bicycle and pedestrian projects.

In recent years, MTC has focused on improving operation of the Bay Area's transportation network. Roadside call boxes aid

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